CARDEROCK OVERPASS
(David Taylor Model Basin Bridge)
Carderock Access Road, spanning Clara Barton Parkway
Carderock Vicinity
Montgomery County
Maryland

HAER No. MD-92

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Department of the Interior
P.O. Box 37127
Washington, D.C. 20013-7127

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1. INTRODUCTION

Location:	Clara Barton Parkway milepost 6.13, 0.7 miles MacArthur Boulevard, carries Carderock Access over Clara Barton Parkway, in Montgomery County, within George Washington Memorial Parkway.
FHwA Structure No.:	3300-030P.
Date of Construction:	1962.
Type:	Prestressed concrete girder bridge.
Designer:	Bureau of Public Roads with approval from the National Park Service.
Present Owner:	National Capital Region, National Park Service.
Present Use:	Carries vehicular traffic over the GWMP.
Significance:	Built as part of the Maryland segment of the GWMP.
Project Information:	Documentation of the George Washington Memorial Parkway and Clara Barton Parkway was undertaken as a multi-year project by the Historic American Buildings Survey and the Historic American Engineering Record (HABS/HAER), a combined division of the National Park Service, Robert Kapsch, Chief. The project was sponsored by the Park Roads Program of the National Park Service, John Gingles, Deputy Chief, Engineering and Safety Services Division. The Project Supervisor was Sara Amy Leach, HABS Historian. Bridge reports were prepared by Elizabeth M. Nolin (1988); Michael P. Kucher (University of Delaware, 1993); and Jennifer P. Wentzien (University of Washington, 1994). HABS Report No. VA-69 prepared by Timothy Davis (University of Texas) provides an overview history of the entire parkway project. Jack E. Boucher and Jet Lowe produced the large-format photographs. The Washington-based summer 1994 documentation team was headed by landscape architect Tim Mackey (Harvard University, Graduate School of Design).

II. HISTORY

The Carderock Overpass, also known as the Bridge over David Taylor Model Basin, is one of several bridges built in the 1960s as part of the Maryland segment of the George Washington Memorial Parkway (GWMP). The bridge is located in the vicinity of the David Taylor Model Basin and provides access over the parkway to the C&O Canal Recreation Area, also maintained by the National Park Service.

The structure is one of three prestressed girder bridges located along the Clara Barton Parkway and and is virtually identical to the Cabin John Overpass[1]. While earlier bridges had native stone facing, the absence of applied ornament is typical of GWMP bridges of this era.

Description

The Carderock Overpass is a single span prestressed girder bridge supported on reinforced concrete abutments and wing walls. Girders span 110'-6" and the overall length including wing walls is 180'-11". The roadway consists of two 16' lanes separated by a slightly elevated 4' wide median strip. Walkways on both sides measure 5'-3". The overall width is 46'-6". Clearance is 14'-7". Guardrails are 2'-0" high and are the standard steel rails used elsewhere on the GWMP.

III. SOURCES

U.S. Department of Commerce, Bureau of Public Roads. "Final Construction Report, George Washington Memorial Parkway, Project 100A6." Unable to locate final report at remote storage facility of Eastern Federal Lands Division, Federal Highway Administration, Sterling, Virginia.

U.S. Department of Commerce, Bureau of Public Roads. Plans for Proposed Project 100A6. Microfiche reductions of original construction drawings on file at the Bridge Inspection office of the Eastern Federal Lands Highway Division, Federal Highway Administration, Sterling Virginia.

U.S. Department of the Interior, Historic American Buildings Survey (HABS), No. VA-69, "George Washington Memorial Parkway," 1994. Prints and Photographs Division, Library of Congress, Washington D.C.

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[1]See Cabin John Overpass (HAER No. MD-94) and Little Falls Branch Bridge (HAER No. MD-99).